

# Made It Myself

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## "Trip Saver" Bridge Hitch Built From Old Front-End Loader

Ray Obrecht and son Dave of Zearing, Iowa, built a 13-ft. long gooseneck planter hitch from the lift arms off an old front-end loader. The Obrechts use the bridge hitch to pull their 8-row, 30-in. White air planter behind a 20-ft. field cultivator.

"It works great. You couldn't buy a better gooseneck hitch," says Obrecht, who pulls both rigs with a 135 hp Allis-Chalmers 7030 tractor. "We used the planter hitch last year on our soybeans because the herbicides had to be double incorporated. Next year we'll use it on corn, too. Before we built this rig we needed two men driving tractors and field cultivators to incorporate the herbicides. Now we can incorporate herbicides with a field cultivator and incorporate them a second time as we plant. We've found that it's not inconvenient to pull a planter and field cultivator together. The hitch is long enough to allow short turns, although it does take practice to plant on tight contours where I have to drive away from the planter mark to avoid squeezing the rows. And we plant 24 or 32 end rows instead of 16 in order to allow more room for turning."

Obrecht built a platform for a 2 3/8-in. dia. ball joint which he mounted on the cultivator's 3-pt. hitch center linkage. To

make sure the cultivator wouldn't interfere with the planter while turning, he measured the distance from the ball joint diagonally to the furthest point on the field cultivator, then added 8 in. He butted together the two lift arms end-to-end off a Paulsen front-end loader and "trussed" them together by welding 9-ft. long strap irons on either side of the horizontal middle section of the hitch. The long strap irons minimize side stress when turning. He removed the planter's original tongue and replaced it with the tongue off a junked out fertilizer buggy, shortening it 2 1/2 ft. "In case I want to trade the planter, I can reinstall the original tongue to maintain the planter's trade-in value," says Obrecht.

Obrecht reinforced the bridge hitch by running two silo stave rods from the planter frame - at the second and sixth rows - up to the hitch's truss. The rods help reduce stress caused by planting on uneven ground. Obrecht uses turnbuckles on the stave rods to adjust tension.

A screw jack lifts the planter high enough to lift the ball off the 3-pt. hitch for removal of the planter hookup.

Contact: FARM SHOW Followup, Ray Obrecht, RR 1, Zearing, Iowa 50278 (ph 515 487-7327).

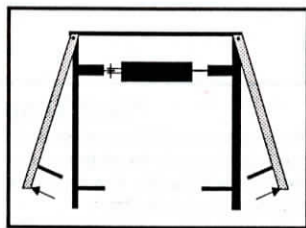
## Big Bale Unroller

"My design for a big bale unroller is more compact than commercial bale movers and unrollers, and the cylinder is better protected," says Bob Stoffel, Bernard, Iowa.

"Other unrollers have a two-way cylinder that pushes the spear arms together like a scissors. I built my unroller so the spear arms pivot on the very end using the cylinder to pull the arms together.

"We use the machine to dig bales out of the shed and transport them to the feeding area. To unroll, we turn the bale cross-wise, spear the core of the bale, and roll it along the ground.

"We also use the unroller to carry a small cage to bring in newborn calves, or sows with pigs, from the pasture. We pick up the cage by spearing two holes in



the 4 by 6-in. beams that make up the cage frame."

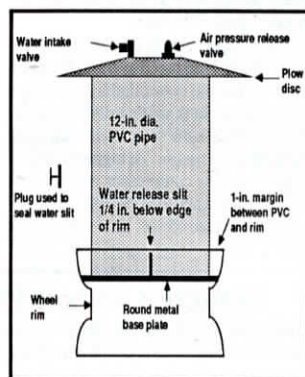
Contact: FARM SHOW Followup, Bob Stoffel, 2418 Stoffel Road, Bernard, Iowa 52032 (ph 319 879-3160).

## Big "Suction Waterer" Feeds Water Out A Little At A Time

"My family travels a lot and since we live in a part of west Texas where it's 120 miles to the nearest town any direction you look, we have no one to feed or water our laying hens when we're gone. This trouble-free 25 gal. waterer keeps them watered for a month," says Bode Koehn, Earth, Tex., who developed a "suction waterer" that could be used to water any livestock.

Koehn mounted a 4-ft. long piece of 12 in. dia. PVC pipe on top of a wheel rim with a metal plate welded onto the top of it to create a watertight watering trough. There's about a 1-in. gap between the PVC pipe and the edge of the wheel rim and a narrow slit is cut up from the bottom of the PVC pipe up to about 1/4 in. below the level of the rim. The slit lets water out of the pipe. The top end of the PVC pipe is covered with a concave plow disc that's sealed to the PVC with a thick layer of silicone caulking. Two valves are fitted to the plow disc cover. One is a water intake valve and the other an air pressure relief valve.

"To fill the waterer, I hook up a garden hose to the water intake valve and plug the water slit at the bottom of the PVC pipe. As it fills with water, air is forced out of the waterer through the air pressure relief valve. When water starts to come out of the air valve, you know the waterer is full. Then I close the water intake valve and pull the plug at the bottom of the waterer. Water will flow out of the waterer until the water level in the trough is up to the top of the slit in the PVC pipe and enough suction is created inside the waterer to stop the flow of water. When



chickens drink water down below top of slit, air is let into the waterer and water flows out until it covers the slit again."

Contact: FARM SHOW Followup, Bode Koehn, P.O. Box 477, Earth Texas 79031 (ph 806 257-2245)



## Tow Bar Converts Gooseneck Into Straight Hitch Trailer

"This homemade tow bar converts my 28-ft. long gooseneck trailer into a straight hitch trailer that I can pull with any pickup or tractor, or even my 3-ton grain truck," says Richard Brown, Indian Head, Sask.

Brown used 2 by 3-in. rectangular tubing to build the A-frame hitch which connects to the front corners of the trailer with two removable 1-in. dia. pins. He welded a 1 1/2-ft. long upright post made from 4 by 4-in. tubing just behind the tow bar's hitch and welded a 2 7/8-in. dia. trailer ball on top of the post. This ball locks into the gooseneck trailer's coupler.

"The drawbar hitch makes our gooseneck trailer a lot more useful so that we

don't have to own one gooseneck trailer and one bumper hitch trailer. It makes hauling bales a one-man job because we can use the same tractor to pull the trailer and to load and unload bales. There's no need for a second man to drive a pickup to haul bales back to the yard. We put a drawbar hitch on our 3-ton grain truck so we can pull the trailer behind the truck and haul heavy loads of hay long distances."

To uncouple the straight hitch, Brown simply unlatches the ball coupler and pulls the A-frame forward. Contact: FARM SHOW Followup, Richard Brown, Box 1261, Indian Head, Sask., Canada S0G 2K0 (ph 306 695-2000).